

The American Observer

A free, virtuous, and enlightened people must know well the great principles and causes on which their happiness depends. -- James Monroe

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European Unity Seen As Nazis' War Aim

Assault on Soviet Intended to Rally All Europe Behind Nazi Leadership

SMALL STATES ENTER WAR

Rumania, Finland, Slovakia, and Hungary Have Joined Front Against Soviet Union

Hitler's assault on Russia, discussed in previous issues of THE AMERICAN OBSERVER, is believed to have been launched with two main objectives in mind. First, Hitler is known to have coveted Russia's great natural wealth in ore and foodstuffs. Second, he aims to eliminate any possibility of an attack from the rear while he concentrates all his attentions on Britain. These two factors alone might have prompted the German high command to order the assault, though this is a matter for speculation.

There is, however, a third factor in the situation which may be no less important than the other two. It has been brought into the limelight by the entry of Rumania, Hungary, Slovakia, and Finland into the war on the side of Germany. It has caused France to break diplomatic relations with the Soviet Union, and it is leading many other nations to review their foreign policies. Hitler, it is believed, has been impressed by the hostility which virtually every nation in continental Europe has come to bear toward Germany, Germans, and all things German, and is now seeking to unite the continent behind a holy war against communism.

Familiar Pattern

There is so strong a parallel between this policy and that of the Nazi party in its earlier days, that it is worthwhile to trace Hitler's development of this sort of campaign in the past. It is worthwhile because it furnishes a good background for the present.

In 1933, the year in which the Nazis seized the political control of Germany, the Nazi party was held in disrepute by nearly all respectable Germans. The rank-and-file party members were considered to be a rabble. The strong dislike of the middle and wealthy classes offered the same hindrance to Hitler then as the dislike and opposition of the western powers was to prove later on.

But Hitler, it will be remembered, surmounted this obstacle in a clever way. He turned on the only other political group which shared with the Nazis the average German epithet—"rabble." This was the Communist party. The Nazis battled the communists so violently and persistently that they were able to don the mantle of the only really aggressive anti-communist group within Germany.

To the politically astute this was an obvious ruse. But it happened at the time that the German communists had been on the offensive. They were better organized, better led, and of far more importance than the communists in the United States, and there were more of them. So there were people in Germany who began to listen to Hitler. He was fighting communists. His movement might be worthwhile after all. And so it was that the German Nazis managed to split one group after another away from the moderate political center of democratic Germany until they had gained sufficient strength to seize political

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TRAINING PLANE OVER RANDOLPH FIELD, TEXAS

U.S. AIR CORPS PHOTO

Genius and Character

Ignace Jan Paderewski's recent death removed from the worldly scene a truly great man and vital personality. His rare qualities of leadership, talent, and character placed him high in the ranks of Polish heroes and earned for him international fame and influence. The New York Herald Tribune, the day after his death, paid this tribute to him:

"The world has known numerous great musicians—though few greater than Ignace Jan Paderewski. It has known numerous great statesmen. But never has it known another man who was at the same time the greatest living pianist and a statesman of the first order. This is the fame of Mr. Paderewski. For a half century or more he was acclaimed as a pianist whose only rivals were Rubinstein and Liszt. For a quarter century he was recognized as Poland's leading citizen, even though his active participation in the establishment of the Polish republic was of only brief duration. His people knew that his fame was an aid in the campaign to arouse world support for a restored Poland which he began immediately upon the outbreak of the first world war. . . .

"What stands out when Mr. Paderewski's life is viewed in retrospect is that here was a man of genius whose stature seemed enhanced rather than dwarfed by his particular talent. Music was, of course, his all-consuming passion. But where in many other great artists the need of concentration on the development of talent has left little time or energy for development in other fields, Mr. Paderewski grew with his fame and expanded his other interests as he grew. The man had genius, of course. But it was genius reinforced by great qualities of character that made him at once generous, wise, unselfish, and tolerant. He lost himself in his patriotism as much as he did in his music. The same attention to infinite details, the same perseverance, the same discipline that went into making him a great pianist made him a most effective recreator of his native Poland. A lesser man would have met the machinations and intrigues of Polish politicians in kind. He would not stoop to such tactics. Hence, when it became plain that his country needed someone capable of meeting the politicians on their own level, he resigned, knowing that his help in establishing his country's independence had been great.

"It is as a great Pole that Mr. Paderewski will best be remembered by his fellow countrymen. It is as a supremely gifted pianist that he will be remembered in this country. For fifty years his talent for making a piano sing endeared him to Americans. They now know that he had not only genius but greatness of heart. That is why they join with his war-stricken countrymen in mourning his death."

Separate Air Force Raises Sharp Issue

Many Contend that Army and Navy Should Not Be in Control of Military Aviation

THEY POINT TO NAZI SYSTEM

Defenders of Existing Arrangement Feel Greater Unity Possible Under Present Setup

A question which is stirring more and more discussion among the American people is this: "Should the military air force of this country continue to be controlled by the War and Navy Departments, or should it be placed on an independent basis? Should there be a secretary of aviation just as there is a secretary of war and a secretary of navy?"

The conflicting parties in this dispute feel very deeply on the subject. The advocates of an independent air force contend that such a step is essential if we are to become as strong in the sky as Germany is. Opponents, on the other hand, believe that our military machine as a whole will be more powerful and united if the Army and Navy maintain their present control over military aviation.

An Important Issue

A great deal may be at stake in the controversy between these two groups. Everyone now realizes the tremendous importance of air power in modern warfare. Many well-informed people think that today a powerful air force is a greater asset to a nation in time of war than is a powerful navy or army. Many others, though not willing to go that far, readily agree that the warplane has become a terribly potent weapon and that a nation without an adequate air force is in grave danger.

Thoughtful individuals, therefore, are determined that policies shall be worked out to insure a large and efficiently organized air force. Nearly all Americans agree that we are in dire need of greatly increased quantities of warplanes, but they disagree with respect to how our military aviation should be organized.

During the last presidential campaign, Wendell Willkie took a strong stand in favor of an independent air force. Since then, of course, he has made a hurried tour of England, and he is as convinced as ever that we need to follow the footsteps of Germany and Britain in placing our military aviation on an independent basis.

In the last few months, many other leaders have come around to the point of view held by Mr. Willkie. A number of senators and representatives have joined the movement, and they are making every effort to get action through Congress. Thus, the issue is certain to be widely debated in the weeks ahead.

The first concrete step taken in Congress was on June 16 when Senator Patrick A. McCarran, Democrat, of Nevada, introduced a bill to establish a Department of Aviation under a secretary who would be a member of the President's cabinet. This bill would transfer the Army Air Corps and the Naval Flying Corps to the new department and give it jurisdiction "over all the activities of the government relating to military aviation." Similar legislation has been introduced in the House of Representatives, and the opening guns of the coming battle will soon be heard thundering in committee hearings.

Though the bill is new, the controversy is quite an old one. The first and most vehement advocate of a separate force was

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FROM A PAINTING BY MEISSONIER
NAPOLEON AND HIS TROOPS

Historical Backgrounds

By David S. Muzzey and Paul D. Miller

Napoleon in Russia

SINCE the outbreak of war between Germany and Russia, many observers have called attention to the similarity of the present confused European situation with that which prevailed during the Napoleonic Wars more than a century ago. They point out that Napoleon's invasion of Russia marked the beginning of the French emperor's decline, and that in many respects his relations with Russia were similar to those of Hitler. It is interesting, therefore, to compare the two situations and to note the points of similarity and differences.



DAVID S. MUZZEY

It must be remembered, first, that Napoleon made a "deal" with Russia, just as Hitler did. The Little Corsican and Czar Alexander met on a raft, on June 25, 1807, in the Niemen River (in East Prussia), talked for three hours, and made an agreement for dividing the world between themselves. Napoleon promised to support the czar in his claims for territorial expansion in Sweden and Turkey in return for Russia's severing her ties with England and fighting with the French ruler.

Britain Stood Alone

The Russian deal of Napoleon's time lasted much longer than did the deal made by Hitler in August 1939. Whereas Hitler turned on Russia less than two years after the signing of his nonaggression pact with the Soviets, Napoleon did not turn eastward until 1812. The year before, Napoleon could look at his conquests with as much pride as Hitler could regard his. By forcing Russia into line, there was not an independent nation in Europe which dared to defy him. Only Great Britain stood out against his complete domination of Europe.

But as Napoleon failed to conquer the British, new difficulties began to arise in his path. The Russian czar secretly opened his ports to British goods, thus greatly weakening the Napoleonic blockade of Britain. In retaliation, Napoleon turned his armies eastward and invaded Russia. On June 22, 1812 (the exact day of the month that Hitler sent his armies marching against the Soviets) Napoleon started his Russian campaign. From all his conquered countries, he gathered an army of 440,000 men and sent it against the Russian army which was only half as large. Frenchmen, Germans, Italians, and Poles marched in the Napoleonic army.

On the surface the Russian campaign was a great success. The Russians retreated ever farther into the interior of the country. They made a stand before Moscow but were defeated. On September 15, Napoleon entered Moscow, but before he

entered the Russians had set fire to the city, leaving it a heap of ashes. Napoleon expected the czar to sue for peace and lingered among the ashes of Moscow for more than a month. The czar refused to ask for peace and Napoleon, with winter fast approaching and no supplies to feed his armies, was forced to retreat from Moscow.

The whole Russian campaign was one of the great disasters of Napoleon's career. Napoleon directed the early stages of the retreat from Moscow, which was begun October 19, but early in December he fled to Paris, leaving his army under the command of Marshal Ney. Only a few thousand men of his magnificent army were saved and finally reached territory firmly held by the emperor.

Other Consequences

Disastrous as it was in itself, the Russian failure had other serious consequences for Napoleon. It served as a signal for a general revolt against the Napoleonic dictatorship, the nucleus of which was formed in Prussia, which had been brought under the Corsican's yoke much as France and the other countries of Europe have been subjugated by Hitler. Although he won a number of military campaigns later by reorganizing his armies, it was obvious that his star was descending and it was only a matter of time until he was finally defeated at Waterloo.

The great ally of Russia in defeating Napoleon was distance. By drawing the emperor's army toward the interior of the country, he was separated from his supplies and it became difficult, and later impossible, to maintain his army in Russia. The lack of transportation facilities, always a major problem in Russia, contributed greatly to his difficulties.

While there are many points of similarity between the Russian campaigns of Napoleon and Hitler, there are many essentially different aspects. Perhaps the most important is the nature of warfare in the two periods. In Napoleon's time, armies went on foot and the distances they could travel each day were extremely limited. Mechanized armies, like those of Hitler, have so greatly reduced distances that the same considerations do not apply in the present case. Many military observers, however, believe that the Soviets can bring Hitler to his doom if they will follow the tactics used against Napoleon; that is, not attempt to make a definite stand against the Nazi hordes but rather draw them into the interior of the country and keep the Russian army intact. For, so long as he fails to destroy the Red Army, Hitler will not have won his Russian campaign, no matter how extensive his penetration of that vast country. Indeed, the greater his territorial gains, the greater his problems are likely to be unless he crushes all possibility of Russian armed resistance.

Writer Describes Consequences Of a Victory by Nazi Germany

DOUGLAS MILLER was assistant commercial attaché and then commercial attaché at the American embassy in Berlin from 1925 until 1939. In that capacity he had ample opportunity to study the rise of Hitler to power and the organization of the Nazi system in Germany. Primarily concerned with problems of commercial relations, he had frequent contact with German and American businessmen. No one knows better than he what it means to do business with the Nazis.

These facts give point to the title of a small book which Mr. Miller has written and which has attracted much attention since it was published a few weeks ago. The title is "You Can't Do Business With Hitler" (New York: Little, Brown and Company, \$1.50).

There is no doubt in Mr. Miller's mind that if Germany wins the war in Europe the program of Nazi domination will be pushed on a world-wide scale and will be aimed ultimately at the United States. "The Nazis hate the United States more poisonously than any other country," he declares. "Hitler's conquest is only partial and complete until we are brought into his world system."

A Reliable Witness

The author's record as a prophet is impressive. In October 1931, in line with his official duties, he prepared a report for his government telling how the coming National Socialist State in Germany would operate. This early account proved to be correct in its analysis. Along with other astute observers of events in Europe, he saw the arrival of the present war and predicted its imminence in the summer of 1939. This record, he believes, entitles him to a hearing when he speaks of the Nazi aims for the future.

His argument is one with which the American people are becoming familiar—and those who read this book will be left with a clear picture in their minds. The first principle of the Nazis is that of force rather than that of law. Hitler's system holds no respect for established law. German courts are instructed to decide cases according to "healthy public opinion," which means that the decisions are what the Nazis think they should be. Business enterprises, particularly foreign ones, have no standing before the courts if their property or other rights are infringed by Nazi authorities. Mr. Miller cites one example after another to show how American business concerns in Germany were either forced out of business—their holdings confiscated—or how they were obliged to pay tribute to the Nazis for the privilege of remaining in existence.

The Nazi leadership principle stipulates that the entire economy of Germany, and of conquered or satellite nations, shall be operated for the benefit of the Nazi state. Farmers are tied to the land and are not permitted to leave it. The workers in industry, of course, are deprived of all rights. Every class of society is regimented into a pattern of standardized living.

This is the form of organization which has been set up in Germany and which is being spread throughout Europe as rapidly as Hitler's armies clear the way. It contains the seeds of the system which, according to the Nazi doctrine, is to replace the outworn methods of pluto-democracies such as Great Britain and the United States. Mr. Miller gives a closer picture of how it would work by describing plans which the Nazis were making before the outbreak of war:

The outbreak of war in September 1939 came just in time to postpone tremendous changes in German industrial organization. It was planned to segregate important industrial leadership and control into a number of great government-operated trusts, roughly similar to the Soviet trusts, with complete power in their respective fields. One benefit to be expected was efficiency obtained through standardization of equipment, machinery and parts. Each industrial group was to have a Fuehrer, subordinate, of course, to the Super-Fuehrer, "Adolf."

The Nazis planned first to standardize in

the automotive field. They expected to reduce all passenger cars to a single type, called the "German car," with sixteen sizes and body designs. They also expected to reduce the "German truck" sizes to three—one-ton, two-ton, and five-ton models. Similar standardizations were planned throughout industry. It was proposed that each year the government should hold competitions for designs and models, and should arrange production contracts among various firms in each industry, with specific quotas to each factory. In other words, all German automobile factories would make the same sized parts. The number of units each plant made would be arranged by the government. The Nazis hoped by this standardization to reduce costs in industry and trade. It is clear that they would have tremendous advantages in the export field by concentrating on a single model and by reducing the number of dealers now handling diverse lines.

This is the sort of thing with which businessmen in other nations will have to contend in the event of a German victory. A "German car," a "German sewing machine," German pins and needles and pots and pans, all manufactured under government control and supervision, and all exported through a government agency, will bid for control of world markets. Nazi barter methods, and Nazi pressure politics, will be employed as instruments to grease the wheels of commerce.

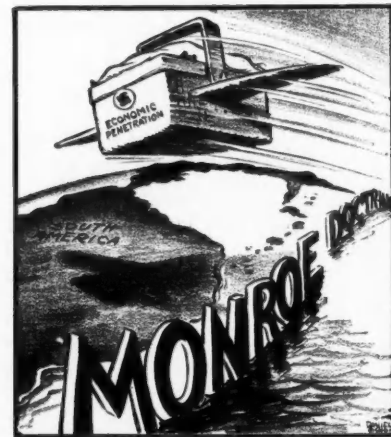
Such are a few of the Nazi plans as they affect businessmen. The entire program, of course, is much larger in its scope. It involves the complete reorganization of the peoples and the resources of Europe. Unwanted peoples will be removed or wiped out. Non-Germans will become peasant workers of the soil or enforced laborers in industry.

Africa a Plantation

The whole of Africa is to be turned into a gigantic plantation, organized according to methods of Nazi efficiency, and made to produce raw materials for the benefit of Nazi industry. The plans for Africa are already carefully worked out and Germans have been studying for years in preparation for positions as exploiters of the new colonies.

Mr. Miller considers in some detail the Nazi program for the Western Hemisphere. By means of typical methods of penetration, Latin America and the United States are to be brought into the Nazi orbit—securing for Hitler his final and greatest ambition. It is argued that the United States will not be able to do business in a world dominated by Nazi methods without upsetting its entire economy.

There is room for difference of opinion as to whether the Nazis can attain the goals which they have set for themselves,

THE FENCE IS NOT HIGH ENOUGH
BISHOP IN ST. LOUIS STAR-TIMES

first in Europe and then in the world. It may be argued that the program will fall of its own sheer weight; that it will sow the seeds of its collapse as it moves along, piling up greater and greater opposition among peoples who will refuse to accept subjection. There is room for such arguments, but there does not seem to be any ground left for the theory that Nazi plans are not gigantic and are not world-wide. "You Can't Do Business With Hitler" offers good testimony to refute such a claim.



FAIRCHILD AERIAL SURVEYS FROM CAPTAIN NESSITT

The Great Port of New York

THE people in several eastern states were quite stirred a short time ago when the War Department announced that certain areas off the port of New York were to be mined. The excitement was a little premature, as it turned out, since the mine-laying was merely a practice operation, but it did call the attention of many people to the importance of the New York port area at this critical period.

The port of New York, it might be said, is the greatest window we have which looks out on all the world. Nearly everyone is familiar with the postcard version of the harbor—the Statue of Liberty from the deck of an incoming ship; the Manhattan skyline, or perhaps a giant liner standing down the bay toward Ambrose Light, with clouds of gulls wheeling overhead. This is the more dramatic aspect of the harbor, though it is not the only one, as the magazine *Fortune* has observed in an excellent bit of descriptive prose:

Awe-inspiring by day, this waterfront escapes beyond the reach of epithet at five o'clock of a winter's evening. Then Manhattan rises a sixth of a mile into the air in honeycombs of light, clutching at the Brooklyn water front with great lighted bridges, reaching with spindly electric arms 15 or 20 miles along the Long Island shore. At this hour the harbor bespeaks the American interior. It becomes a mammoth Times Square. A dozen ferries slide out of their slips at once. The tugs hauling the Pennsylvania's *Wildcat* spring from the P.R.R. slip at DeBrosses Street, Manhattan, each with a wail of its whistle and each encumbered with 20 cars on two steel floats. Their schedule allows only 15 minutes to cross the harbor and tie up on the Jersey side. Here, too, is the Pennsylvania's *Cannonball*, and the fast freights of the New York Central, the Central of New Jersey, the Lackawanna, the Erie, the West Shore—all churning the dark waters against time, hooting at the unscheduled tows, so-called "fire-alarm deliveries" of specially handled freight being rushed to steamers at the last moment. . . . It is by no means a scene to remind one of the gray and timeless sea. It is a city upon the water—at the rush hour.

The bustle and clamor of local harbor traffic, the Saturday noon parade of big liners down the bay (in times of peace), and the dozens—even scores—of small freighters one may find in the outer anchorages on a casual visit give only a sketchy idea of the size of New York port and its business.

Located on the deep and beautifully sheltered estuary of the Hudson and several other rivers, at a point where North America leans toward Europe, and the Atlantic narrows in consequence, New York was almost destined by nature to become the world's greatest port. In earlier days, the Hudson-Mohawk Valley inland water route tied it up with the expanding West. Today, in addition, 13 major railroads bring their main lines into the New York port area. Eleven million

people have built or rented their homes in some 165 cities and towns around it, producing from \$8 to \$10 billion worth of products each year in more than 40,000 manufacturing establishments. And besides originating trade of their own, the people of the New York area handle it for others. The banks of New York finance three-quarters of the foreign trade of the United States. The wharves and quays of New York port handle upwards of 42 per cent of the nation's foreign commerce, while its channels float a quarter of the entire fresh- and salt-water trade of this country.

Covers Large Area

In all, between 50 and 60 ships enter or clear New York harbor every day. These are in addition to the passenger ferryboats, the railway barges which must move a thousand carloads of food alone across the harbor every 24 hours, the dredges, tugs, and motorboats. Visitors to New York, and many New York natives, never see but a fraction of these, because the port area is so large. Its land and water surface would cover nearly the entire state of Delaware. Its water front, containing nearly two thousand piers, would, if straightened out, extend from Washington to Chicago. The recent annual report of the New York Port Authority dwells on the subject at some length:

Although the teeming Manhattan water front alone would be the envy of any port, actually the bulk of the harbor's vast waterborne commerce flows through piers and terminals located in other sections of the port. . . . Almost any one of its eight large bays (Jamaica, Upper, Lower, Raritan, Gravesend, Newark, Flushing, and Eastchester) has as large an area as most European harbors. In addition there are the Raritan, Passaic, Hackensack, and Hudson Rivers and four straits (Harlem River, East River, Arthur Kill, and Kill van Kull). Within these waterways the ports of Hamburg and Antwerp could be fitted without crowding.

New York port, with its 650 miles of water front, spreading over parts of two states, and taking in Newark, Kearny, Elizabeth, Bayonne, Perth Amboy, Edgewater, Jersey City, Hoboken, and Weehawken (in addition to four boroughs of New York City), handles 120,000,000 tons of freight each year. Some of it is perishable, and must be moved with speed, some is dangerous to handle, some may be contaminated. Cargoes coming in from Japan, Ecuador, the West Coast of Africa, Greenland, Scotland, the Amazon—all on the same day—must be inspected, sorted, and sent on their way. Whether outbound or inbound—they cannot remain long in New York. There is no room for them. Storage charges are too high. If there should be so much as a 24-hour delay in moving cargoes in and out of the New York port area, perishable freight would

rot, railway terminal yards would become clogged, and a terrible traffic jam would result.

Because of this, the administration of a great port like New York is as complicated as that of a great railroad, like the Pennsylvania or New York Central. At any one moment, a score of agencies—federal, state, and local—are busily at work in the port. The U. S. Treasury, through its subsidiaries, maintains lighthouses and buoys, collects customs fees and fines, issues clearance papers for outbound ships, and through the Coast Guard protects shipping and enforces navigation laws. Department of Commerce men are busily inspecting ships' boilers and engines, keeping tabs on working conditions, and distributing weather reports and maps. The War Department prevents dumping of oil and refuse in certain parts of the port; it dredges and maintains channels, and regulates the height of new bridges—all with an eye to defense. The Navy Department similarly is constantly surveying the water area, keeping its navigation and pilot charts up to date, and maintains its own docks at the Navy Yard. Department of Agriculture experts inspect agricultural imports of all kinds; the State Department watches munitions exports; the Bureau of Public Health maintains quarantine quarters, and so it goes. State and local boards complete the picture, regulating pilots, docks, bridges, ferries, and so on.

Port Authority

Some years ago, it became clear that a central board of some sort would have to be established to handle the affairs of so vast a port area. Accordingly, in 1921, the states of New York and New Jersey set up the Port of New York Authority, a board consisting of six men appointed by the governor of New York, and six by the governor of New Jersey. Located in a huge, sprawling brick building in downtown Manhattan, the Port Authority carries out the wishes of the two states regarding the port area—building bridges (such as the George Washington), the Holland and Lincoln Tunnels, freight terminals, and port highways. A unique feature about the Port Authority is the fact that it supports itself by selling bonds, collecting toll from its bridges and tunnels, and so on, and does not require city or state support. Though it handles a great many complicated problems and maintains a large personnel, it is a purely nonprofit organization—quite as unlike a private corporation as it is unlike a state or federal agency.

The Port of New York Authority has accomplished a great deal in its first 20 years of existence. Today, with the huge volume of supplies flowing to England increasing steadily, the port of New York is

becoming more important than ever before, and the task of regulating its traffic is becoming just so much more difficult. If a serious trend toward industrial decentralization should develop in this country, as many people foresee, New York would undoubtedly lose considerable of its traffic to such neighboring ports as Boston, Baltimore, Norfolk, and Charleston. But this is not causing New York port officials any great concern at present.

Tell-tale Hat

Soon after Hitler's armies march into a new country, photographs and newsreels showing the populace cheering the arrival of their "liberators" make their appearance. A story from Denmark, reported by the *Christian Science Monitor*, tells how this was accomplished on at least one occasion:

Nordlyset—a Danish-language weekly in New York—tells its readers an interesting story from Copenhagen.

A Danish gentleman who had been away from home when the Germans took over happened in at a motion-picture theater and saw movies showing Danes cheering the invaders. To judge by the newsreel, everybody in Copenhagen was happy and glad to see the nice Germans taking over Denmark. In the very front of the rejoicing crowd the gentleman recognized his wife, quite as happy and glad as anybody else. He was dumfounded.

His wife indignantly assured him that she was not happy to have Germans taking over Denmark, and had most certainly not been present in any welcoming crowd; he must have been mistaken in thinking he recognized her. They went together to see the newsreel—and there she was!

But—being a woman—she noticed something he hadn't. In the newsreel she had on a hat she hadn't worn for two years. She had worn that hat, she remembered, when she had been in a crowd watching the King and Queen ride through the streets.

Those who had seen the invasion with their own eyes would not be fooled; but such "newsreels" are not put together for spectators who know the difference.

♦ SMILES ♦

Bride: "My egg is quite cold; is yours?"
Groom: "Yes, I wonder what makes them that way?"

Bride: "I guess the cook made a mistake and boiled them in cold water."
—LABOR

"Did you mail those two letters I gave you?"

"Yes'm, but I noticed that you'd put the two-cent stamp on the foreign letter, and the five-cent stamp on the city one."

"Oh, dear, what a blunder."
"But I fixed it all right, ma'am. I just changed the addresses on the envelopes."
—SELECTED

Sergeant: "Why aren't you out there marching up and down?"

Private: "Well, it suddenly dawned on me that I wasn't getting anywhere."
—SELECTED

Father: "And there, son, I have told you the story of your daddy and the Great War."

Son: "Yes, daddy, but what did they need all the other soldiers for?"
—Hartford Courant

Cowboy: "Getting your saddle on backward, aren't you?"

Dude Rancher: "That's all you know about it, smarty. You don't even know which way I'm going."



"Going from college into the Army hasn't changed him much. He is still writing home for money."
ROTH IN SATURDAY EVENING POST

The Week at Home

A New Record

Congress has had a week now to look back on its action in providing the greatest sum of money—\$32,800,000,000—ever appropriated to run the government during a fiscal year. The sum is the total of all funds voted by Congress during the government bookkeeping period which ended at midnight on June 30. Just a few hours before the deadline, the two houses raced against time to include appropriations for \$4,300,000,000, making it possible for various agencies which had not yet been taken care of to continue their normal operations during the 12 months ahead.

The total figure is the greatest outlay for government expenses in history, exceeding by \$6,000,000,000 the former record high of 1919. Not all the \$32,800,000,000 will be spent during the next year, because many of the defense items for which money has been provided cannot be produced that quickly. However, the defense agencies will have the money available as it is required,

were, the forthcoming trials will demonstrate.

Of the 32 suspects arrested, only two were born in the United States. Four are naturalized citizens, and 22 are Germans. It is charged that a number of these people were gathering defense information while others conveyed it to Europe. Two men worked for bomb-sight manufacturers in positions which gave them access to military secrets. Another, one Frederick Joubert Duquesne, has spent 40 years of an adventure-packed career working with Britain's enemies. He escaped from a prison in England during the Boer War, from a labor gang in Bermuda later on, and from imprisonment in New York in 1918. The FBI believes that Duquesne is the "brains" of the ring.

In apprehending this group, the Bureau of Investigation used what it calls its "fly-trap method," making no arrests until the higher-ups were uncovered. The whole ring is charged with violating the Espionage Act of 1917 by conspiring to transmit national defense information to a foreign power. The fact that seven of the accused pleaded guilty at once is an indication that Mr. Hoover's haul may prove a good one.

Television Milestone

Television passed a new milestone this month, when the first commercially sponsored programs were put on the air. Two stations in New York inaugurated the new service, with three more—in Los Angeles, Philadelphia, and Chicago—preparing to change from experimental to commercial telecasts soon. At a later date, 17 more stations in different parts of the country will make the move.

The arrangements under which the Federal Communications Commission has permitted the stations to schedule commercial programs call for each station to furnish at least 15 hours of telecasts a week. In all cases, the range of the telecasts is limited to a radius of less than 50 miles around the city in which a station is located. A special type of cable between New York and Philadelphia, however, makes possible the airing of the same program in both cities. In time, this infant network will be enlarged to include Baltimore and Washington.

Aluminum Shortage

Senator Harry S. Truman's committee investigating defense bottlenecks reported that an aluminum shortage of at least 300,000,000 pounds per year threatens to cut plane production 25 per cent in 1942. It blamed the Office of Production Management for underestimating the aircraft industry's requirements, and it charged the Aluminum Company of America with pretending that it could supply enough alumi-



THE NEW ROOSEVELT LIBRARY

This building, formally opened by the President a few days ago, will house the letters, papers, and various collections of Franklin D. Roosevelt. The above picture shows a few of his ship models.

num so that competing plants would not be set up.

Alcoa (as the trade calls the great company which produces nearly all the new aluminum manufactured in this country) blames the government for failing to make up its mind far enough in advance as to how much aluminum it was going to need.

The important thing now is not to apportion blame, but to get aluminum, and that is what the OPM is trying to do. It has recommended that the government build eight new plants for private industry to operate, two of them located in the Bonneville-Grand Coulee area of Washington, two in upper New York, and one each in Alabama, Arkansas, California, and North Carolina. Together the plants would add 600,000,000 pounds to the nation's aluminum-producing capacity, raising the total to something like 1,400,000,000 pounds a year.

Bigger---and Better

Two events of the past several days remind us that selective service is no longer new. Last Tuesday a second draft registration was held for men who had reached the age of 21 since the first one. And just before the end of the fiscal year President Roosevelt ordered that 900,000 men, the maximum number permitted by the draft act, be trained in the year beginning July 1.

The Army into which the new men will go is one that has made real progress since it absorbed the first draftees. Some of its units—though by no means all—are smartly turned out, reasonably well trained, excellently disciplined, and in fine spirits. The fact that a great many organizations are far behind indicates that leadership is not uniformly good.



SHOULD BE THE NEW PARTY LINE
TEMPLE IN NEW ORLEANS TIMES-PICAYUNE

and can go ahead to make contracts and definite plans.

From all indications, the defense program and other government expenses will cost an estimated \$22,000,000,000 during the next 12 months. Even though taxes will be raised to bring in more money, the government expects to collect only \$13,000,000,000 during this same period. Consequently, there will be a deficit of \$9,000,000,000. All these figures exceed the sums for the year just ended. During the past 12 months, the government has spent about \$12,600,000,000, and has collected around \$7,600,000,000, leaving a deficit of \$5,000,000,000. This has run the national debt up to \$49,000,000,000.

Spy Roundup

What J. Edgar Hoover, director of the Federal Bureau of Investigation, calls the greatest spy roundup in American history is the result of two years of patient counterespionage. How fruitful his labors

Of the 89,500 commissioned officers now on active duty, only 14,500 are professional officers, the rest being partially trained civilians of the National Guard and the Reserve. The best of this civilian officer material will need many months to learn even the rudiments of military science and the art of leading men, while the worst will never learn them.

Wishing to weed out all poor officers, Regular, National Guard, and Reserve, the War Department has asked Congress to cut the red tape which now makes such action a long and tedious process. Undersecretary of War Patterson has proposed the creation of a board of five officers of the General Staff empowered to remove all officers who cannot meet the rigorous demands imposed by modern war.

Charles F. Kettering

The National Council of Inventors is a group of research engineers from private industry who are doing their bit for defense by working with the Patent Office and advising government departments and agencies. The council is headed by Charles Franklin Kettering, a man who has been called America's greatest living inventor. Among Mr. Kettering's contributions to modern industry are the electric cash register, an automobile self-starter, the Delco electric plant for farms, Duco paint, the hypotherm (a device which treats diseases by heat), an electric refrigerator, and tetra-ethyl gasoline.



H. & E.
CHARLES F. KETTERING

Kettering was born on an Ohio farm 65 years ago. While he was in high school he worked on rural telephone lines, earning a little money and learning a great deal. After his graduation from Ohio State University, he obtained a position with the National Cash Register Company at Dayton. There he made a number of improvements on cash registers and developed a motor which would run a register. He liked inventing so much that in 1909 he went into business for himself, calling his enterprise the Dayton Engineering Laboratories Company and working in a remodeled barn. Out of this simple shop came the electric self-starter.

Today Mr. Kettering is a vice-president of the General Motors Corporation and president of its research organization. But he is said to be less interested in annual improvements in the Chevrolet and the Frigidaire than in research which has broader possibilities for humanity. Before he assumed his emergency duties, he used to say that he considered labor-creating inventions his primary responsibility.



GIRLS TAKE FILLING STATION JOBS

At Harrisburg, Pennsylvania, 20 young women are pumping gasoline, checking oil and tires, and cleaning the customers' windshields at two filling stations. The employer lost 24 male employees in one month to the Army and to defense industries. Women are replacing men in this and other lines of work throughout the nation.

The American Observer

A Weekly Review of Social Thought and Action

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The Week Abroad

Drive to the East

Although it is almost impossible to get a clear picture of the military situation on the eastern front, even after 10 days of fighting, matters appear to be grave for the Soviets. The important thing is not that German mechanized spearheads have swept northward into the Baltic states as far as Riga and to points within 160 miles of Leningrad, nor southeast beyond the fortresses of Lwow and Brest-Litovsk, nor even that they have stabbed into the heart of Russia to Minsk and beyond, reaching the 370-mile highway to Moscow. In a war of position, the old type of trench warfare, the fall of these key cities would be important. In the war of movement, in which the Germans excel, the occupation of cities and territory does not count for a great deal.



A TEST FOR ANY HORSEMAN
HALLADAY IN PROVIDENCE JOURNAL

Of far more importance is what is happening to the Red Army. As in Poland and France, the German army in Russia is seeking to split the forces of its enemy, to isolate Soviet armies one by one, and, having trapped them in pockets, to destroy them. Thus, on the basis of uncertain reports, it seems that Russian divisions in the Baltic may already have been cut off, and that some 23 divisions along the Finnish border are in danger of being similarly pocketed. The greatest pocket of all is along the Polish-Russian border, just north of the Pripiet marshes where, according to unverified German claims, from 300,000 to 500,000 Russians are fighting desperately but vainly to break the steel grip which has been drawn around them.

The Soviet air force, stunned by lightning blows on all its western airdromes before the war was declared, has apparently suffered heavier losses than the army. German claims that 4,300 of the 4,700 Russian military planes in the western region have been destroyed seem to have been greatly exaggerated. The weakening of the Soviet air force has been felt by the British, nevertheless, who are now finding that large numbers of German fighter planes have been removed from the eastern front and re-established again in western Germany.

In the next week or 10 days, the picture may change, depending upon whether Stalin can withdraw his huge army swiftly enough to escape the mechanized traps and then close in on the German spearheads.

Middle Eastern War

In contrast to the speed of the German advance into Russia, the British and Free French invasion of Syria has been moving in slow motion. After 25 days of warfare, the British have managed to occupy only about a third of the entire region. Contrary to earlier expectations, however, the fighting has been extremely intense. The French minister of war, General Charles Huntzinger, recently told of one case where a French unit of 1,000 men held on until only one wounded officer and three

men remained alive. The ferocity of the fighting in Syria has proved beyond a doubt that a great many French troops are not to be shaken in their loyalty to the Vichy government.

In the meantime, considerable speculation has been stirred by the fact that General Sir Archibald P. Wavell, the hero of last winter's Libyan campaign, has been relieved of his post as commander-in-chief of the British forces in the Middle East and made commander-in-chief in India. It is possible that the British government's dissatisfaction with his handling of military problems in the eastern Mediterranean may have prompted this change. It is also possible, however, that the British are placing Wavell in charge of what they believe will be a more important front—along the borders of Iran, Afghanistan, and India—a front which might be opened by a German conquest of Russia. In the latter case this shift in commands would be highly significant.

Axis in the Argentine

In the June 23 issue of THE AMERICAN OBSERVER, Harold Callender was quoted as stating that Buenos Aires, the Argentine capital, is the headquarters of the large and efficient Nazi espionage and propaganda organization in Latin America. Since then, Nazi activities in that region have precipitated a political crisis of no small proportions in Buenos Aires.

The crisis was brought into the open when two influential afternoon papers in Buenos Aires charged that the government of Ramon S. Castillo, acting president of Argentina, had become aware of a large-scale Nazi plot, that certain high-ranking army officers and government officials of Argentina had been parties to this plot, that they had been arrested and imprisoned, but that the government, fearing Germany, was keeping matters a secret.

The charges were sensational, and explanations of government officials did not satisfy the Chamber of Deputies which voted, 95 to one, to conduct a sweeping investigation of the entire situation. Pending the outcome of this investigation, Argentina is a disturbed and uneasy land. Popular outbursts against the Axis have occurred in several parts of the country, spreading across the Plate River into Uruguay, which was thoroughly frightened by a similar plot last year.

Mother of Cities

Kiev, capital and chief commercial center of the Ukraine, now believed to be one of the main objectives of the German army, is reputed to be the oldest city in Russia. Known to have been in existence as far back as 864 A. D., its growth marked the rise of the Slavs, who were to rule all

Russia in later centuries, and caused it to be called the "Mother of Cities."

Modern Kiev, a city of half a million people, bears many earmarks of a long and grim history. Built on hilly bluffs on the sandy west bank of the Dnieper, it rises well above the flat countryside where this river leaves the Pripiet marshes and enters the wide granary of the Ukraine. From great distances the golden cupola of the 19-domed Cathedral of St. Sophia, a rambling medieval edifice, can be seen from across the plain. The churches of Kiev, the monasteries, and catacombs, have made it one of the holy cities of the Russian Orthodox Church. The "Old Town," built in the hills, is still partially ringed by earthen ramparts dating from the Middle Ages.

But Kiev's chief importance has always been as a trading center. In times past it was a European outpost where the Hanse, Genoese, and Venetian merchants could buy furs, slaves, honey, corn, and wax. Every spring Kiev held a great fair, and every June her merchant fleet sailed off down the Dnieper to the Black Sea and the ports of the Moslem empire. And today Kiev's position is unchanged. It is the collection and distribution center for the trade of southern Russia—brought to its docks and warehouses by river steamers, barges, and four mainline railroads.

British Home Front

In England, as in the United States, there is a Gallup poll. In England, as also in the United States, it is not always a source of pleasure to the government. Though revealing that 86 per cent of the British people wholeheartedly approve of Churchill as prime minister, the Gallup poll in Britain recently announced that when the British people were asked whether they approved their government's conduct of the war, only 58 per cent of them answered yes, while 38 per cent stated emphatically that they did not.

Whether completely reliable or not, this informal tabulation calls attention to the fact that the British government faces certain difficulties at home as well as abroad. Successive defeats in Yugoslavia, Greece, and Crete are still open wounds in Britain. The necessity of keeping 5,700,000 men under arms, 1,800,000 people in a variety of civilian defense groups, of stepping up production despite the shortage of materials and the drain on Britain's limited man power, and also of finding \$48,000,000 a day to pay for the war is causing considerable strain on the home front.

Criticism of the government has been more open during the last two months than at any time since Churchill became premier. Both in the press and in Parliament there have been charges of profiteering, food



CHINA FIGHTS ON

A Chinese woman and her two young ones silently survey the wreckage of their home, destroyed in an air raid a few hours before. Chungking's "bombing season," that comes with summer, is on and 75 per cent of the wartime capital has been destroyed. The city is constantly being rebuilt as the Chinese refuse to be driven out by the Japanese air attacks.

racketeering, and favoritism in high political circles. Political observers regard this criticism more as a natural democratic function than as an indication of a rift within Britain. When Prime Minister Churchill reshuffled his cabinet, last week, appointing Lord Beaverbrook (formerly minister of aircraft production and more recently minister of state) to the important post of minister of supply, he was plainly acting more with an eye to increased production than in the interests of mending political rifts.

T. B. Fighter

A new weapon to use in the fight against tuberculosis has been discovered by Dr. J. Pueyo, an Argentine scientist, who has been studying the dread disease for the past 12 years. His painstaking tests finally produced a vaccine virus which is said to bring about a remarkably quick cure in tuberculosis cases. Another power claimed for it is that it makes the patient immune to future attacks.



DR. J. PUEYO

News of the discovery swept rapidly through Argentina, where an estimated 300,000 persons suffer from tuberculosis. In neighboring countries, too, hopes were raised that the vaccine might quickly be put to use. So far, however, there has been no indication that the vaccine is ready to be produced in quantity. Nor have Argentine health authorities placed their approval on the discovery, and until they do it will not come into general use there.

Dr. Pueyo is awaiting this official recognition before he accepts an invitation to visit the United States for conferences with health authorities here.

Belated Recognition

Nearly two years ago the Japanese army established a Chinese puppet government in Nanking, the old capital of the Chinese Republic. At the head of this government the Japanese placed Wang Ching-wei, a man of some stature, talents, and an old associate of Chiang Kai-shek, the president of free China. The Japanese had high hopes in Wang. They negotiated treaties with him, used him as a front in the war against Chiang, and tried by every means to draw the Chinese people to the support of their puppet ruler. The plan did not work out very well, however; it worked out so poorly that the Japanese did not extend their own recognition to Wang for a year, and when they finally did, and called for other nations to join, there was no response.

Apparently in an effort to draw the wavering Japanese closer to the Axis, Germany, Italy, and a half dozen of their satellite states finally extended full recognition to Wang, last week.



A PRESENT FOR CHURCHILL

The Canadian people place a symbolic torch of victory on an American-made bomber and send it to Churchill and the English people as a token of the effort which Canada is making in the battle against Hitlerism.



NAANTALI, FINLAND, FROM THE AIR

GENDREAU

Hitler Aims to Unite Europe by "Crusade" Against Communism

(Concluded from page 1)

control and blot out all vestiges of opposition.

When Germany began to burst through her own confines and invade the lands of her neighbors, the same argument was advanced. The conservative political leaders of western Europe (with the exception of a few like Winston Churchill) were willing enough to see Hitler occupied in the east. Soviet intrigue had been causing them no little labor trouble at home, and they would have been glad to see the end of it. If Hitler was going to do the job, so much the better, particularly as it would keep the German armies tied up in eastern Europe for some time. If matters began to look serious, and if Germany seemed to be growing too powerful as a result of her moves in the east, the British and French reasoned, Allied armies could move in across the western borders of Germany and put an end to it. With this in mind, the political leaders of France and Britain permitted Hitler to absorb Austria, Czechoslovakia, and part of Lithuania, adding greatly to the growing fear and confusion in Europe.

Appealing Argument

It is unnecessary to trace the history of German-Allied relationships from that moment down to the outbreak of the Russo-German war. The British and French statesmen had made grave mistakes. They had underestimated the strength of the German army and overestimated their own power. They had played a dangerous game, believing they were playing Moscow against Berlin, staking the fate of their empires upon a mistaken belief in the sincerity of one man. When Moscow and Berlin joined in the surprise pact of August 1939, their mistakes were clear to all. One lesson did remain to be learned, however. That was the lesson of German unity. Hitler had partially unified Germany first in an anti-communist campaign. This task he completed in launching the great European war. Once that war had started, he could say to the German people, "We are all in this together; you may not like me, you may not like what I have done, but win we must or the German nation will perish." He was never quite so frank as to say this, but the implication was clear.

Today, Hitler is using the same technique to unite Europe against all outsiders (including Great Britain and the United States) as he used to unite Germany against Europe in the past. He is a clever strategist and an excellent tactician. He is a past master of the art, and recent developments indicate that he is enjoying a certain amount of success.

It must be remembered that, although up-to-date political maps now show Germany covering most of eastern Europe, in one way or another, the geography of the region has not changed. Place names and governments may have disappeared, but

people who are neither German nor Russian still remain. From the Arctic Ocean south to the Mediterranean they cut a broad path north and south across Europe between Germany and Russia proper. These are all "small" states, by the usual criteria, but in the aggregate they form a considerable mass. Finland, the Baltic states, Poland, Czechoslovakia, Hungary, and Rumania, as formerly constituted, contain a total population of 82,000,000. If the line is extended southward to include Bulgaria, Yugoslavia, and Greece, the total amounts to 112,000,000; and with Sweden included, it reaches 118,000,000—revealing that there are far more non-Germans than Germans in this section of Europe.

However strong he may be today, Hitler has hardly been able to ignore the fact that Germany is surrounded by a great mass of peoples whose feelings toward her range from the cold dislike of the French to the bitter hatred of the Poles, and that the intensity of this feeling rises with each new conquest. This is not causing particular worry today, but if the war should take an adverse turn, the situation might become serious very rapidly.

But Hitler is apparently handling this situation with considerable skill. Just as he turned on the German communists, a decade ago, to gain the support of the German political parties, he is turning on the Soviet today to gain the support of Europe. Though each country presents an individual problem by itself, those along the eastern frontiers of Germany have been the first to join in the war against Russia.

Finland presents a good example of how the German system works. This small Lutheran state of only 3,800,000 people was attacked by the Soviets in the winter of

1939. The reason for the Soviet attack had little to do with Finland or its policies; it was to push the northwestern frontiers of Russia farther away from Leningrad, and bolster the border defenses of Russia against just such an attack as is under way now. But this did not make it any easier for the Finns, who lost thousands of men, suffered heavy damage, and were forced to cede 16,173 square miles of territory to Russia. As a result, the Finns feel nothing but hostility toward the Soviets, and they are glad to side with anyone who will help them regain their lost lands. And this is also somewhat the case of the three Baltic states—Lithuania, Estonia, and Latvia, which were bodily absorbed in Russia and are now the scene of violent battles between German and Russian troops. These people regard Russia as their real enemy, and many of them now look to Hitler as an ally.

Rumania presents a more complicated case, for it has suffered considerable indignities at the hands of the Germans. German troops occupy the entire land, controlling railroads, oil wells, communication lines, and bringing with them a boundless capacity for political persecution. In addition, Hitler has taken away a great deal of Rumania's territory and distributed it among her neighbors. To Bulgaria went the Dobruja region of 3,000 square miles and 380,000 people. To Hungary went half the big province of Transylvania along with a population of 2,370,000. And on top of this, Hitler allowed—and even encouraged—the Soviets to march in and take Bessarabia and parts of Bukovina, territories totaling 19,000 square miles and 3,463,000 people. In permitting the Russians to share in the spoils, however, Hitler was able to divide the hatreds of the Rumanians. And today, with the promise that Bessarabia shall be returned when Russia is beaten, Hitler is able to pose as the friend and liberator of Rumania.

Hungary

With Hungary matters are somewhat different. Hungary has suffered little from Hitler and gained a great deal. It was so shorn of land and people by the Allies at the Treaty of Trianon, at the close of the World War, that it never had the strength to resist Hitler, and never tried to. Consequently Hungary has gained lands from Czechoslovakia, Rumania, and Yugoslavia, having almost doubled its size, with the help of the Germans. Thus the Hungarian nationalists do not have the bitter feeling toward Germany so prevalent in other east European capitals. Moreover, Hungary is a predominantly agricultural state in which nearly all power is concentrated in the great landowners. This small but powerful class of landed gentry has always feared Russian communism, and is apparently glad of the chance to see it uprooted. At the moment, Hitler offers no threat to their position in the community. A Russian victory would.

These three examples illustrate briefly how the Nazis have been able to work the confusion, the jealousies, and nationalistic ambitions of eastern Europe to their

own advantage. It would be possible to expand on them to discuss Slovakia, which owes its very existence as a separate state to the Germans; Bulgaria which, like Hungary, yielded without a shot and has been rewarded with territory as a result. Hitler has failed only to win the Czechs, the Poles, and the Yugoslavs whose treatment has been so brutal that there is small chance of their joining Germany in any venture for decades to come. These last three peoples, however, are the exceptions.

If Hitler wins a great victory over Russia, the small states which are now helping him invade the Soviet Union will probably be rewarded with Russian territory. If this should come to pass, Russia will always entertain claims against them, and perhaps always carry a grudge. Fearing a Russian revival, sometime in the distant future, these states will have to turn westward to



BARON MANNERHEIM

Hero of Finland's campaign to resist Soviet attack last year, who is again leading his armies into battle.

Germany for protective alliances, and thus much of the damage done by German aggression in the past may be repaired. This is a very important point, and the German propagandists give every indication of being aware of it.

The West

But it is not only eastern Europe that Hitler apparently hopes to unite by attacking Russia. The stolid burghers of Holland, the propertied classes of France, Belgium, Norway, and Denmark are strongly anti-communist almost to a man. It is true that the people of these countries nourish a deep and abiding hatred of their German oppressors, but the Germans apparently expect that they will swing into line with the assault on Russia sooner or later, and that they will eventually come to accept Hitler as their saviour and protector.

There is also another powerful group which the attack on Russia was designed to influence—the Catholic Church. Because of the ruthless persecution of churchgoers and clerics in Soviet Russia, and because of the Soviet's brusque attitude toward all forms of religion, the Church has always been in the front ranks of the anti-Soviet groups. And its influence is great. Roman Catholicism predominates, for example, in Italy, France, Spain, and Portugal, and throughout Latin America. If Hitler could swing the influence of the churches—both Protestant and Catholic—behind him, his goal would virtually be achieved. It is noteworthy, however, that he seems to have failed in this objective. In an address from the Vatican, made just a week after the Russo-German war began, Pope Pius XII significantly refrained from giving even the slightest word of encouragement to the Axis.

It is far too early yet to gauge the results of Hitler's drive to unite Europe under his leadership. Whether Vichy's recent decision to break off relations with Russia will develop into French collaboration with Hitler against the Soviet, whether Spain will enter the war, whether South America can be partially won over or so badly confused by conflicting issues as to nullify British and American influence—all these are questions which must await developments.



PAWN OF THE GREAT POWERS

The territory lost by Rumania to Russia, Hungary, and Bulgaria. Rumania is now an ally of Germany and seeks to regain part of its lost lands.

Need for Separate Air Arm Debated

(Concluded from page 1)

Brigadier General William Mitchell, an outspoken flying officer who commanded the American air forces in France during the Great War. He believed that air power had become an even more important factor in modern warfare than land and sea forces, and while he was assistant chief of the Army Air Corps he aired his opinions so freely that he was not reappointed when his term expired. Reverting automatically to the rank of colonel, he was ordered to a station in Texas.

Several months later—the year was 1925—a series of air accidents roused the colonel to such indignation that he burst forth violently in print. He cited the accidents as reasons for taking aviation out of the hands of Army and Navy officials and handing it over to the men who had spent their lives in it. "These accidents," he wrote, "are the direct result of the incompetency, criminal negligence, and almost treasonable administration of the national defense by the Navy and War Departments. . . . All aviation policies, schemes, and systems are dictated by non-flying officers who know nothing about it. The lives of the airmen are being used merely as pawns in their hands. . . . As a patriotic American citizen, I can stand by no longer and see these disgusting performances by the Navy and War Departments at the expense of the lives of our people and the delusion of the American public." Court-martialed for insubordination, Colonel Mitchell was sentenced to a five-year suspension, but he promptly resigned his commission and continued to direct his invective against the officers who opposed the creation of a separate air force.

General Mitchell did not live to see his theories tested on the great proving ground of another European war. He would have been surprised by the plane's inability to drive battleships from the surface of the sea and to bomb civilian populations into speedy submission. But he would have continued to predict these things for the future, and he would have remained steadfast in his advocacy of such a Department of Aviation as that provided for in Senator McCarran's bill.

Arguments Given

Proponents of the Mitchell-McCarran plan believe that the control of flying forces by officers whose primary interest lies in fighting on the ground or on the water makes aviation the neglected stepchild of national defense and seriously retards its growth. "Just as sailors alone can develop the full potentialities of a navy," says the columnist, Walter Lippmann, "just as soldiers alone can develop the full potentialities of an army, so airmen alone, men who are air-minded, can develop the full potentialities of the still undeveloped art of aerial warfare."

Those who fear that a separate air force would have difficulty in coordinating its activity with that of the troops and the ships with which it would have to work



TRAINING PLANES AT SAN DIEGO, CALIFORNIA

AUTHENTICATED NEWS

are invited to look at the achievements of the Germans. After the Battle of Flanders and the Battle of France, military observers spoke of the excellent coordination between German air forces and ground troops. The same high degree of cooperation has been manifested in the more recent campaigns. At sea, German patrol bombers and submarines have entered into a partnership that owes its deadliness to perfect teamwork.

Of the seven great powers, only the United States, the Soviet Union, and Japan have air services controlled by land and sea forces. Not one of the three could be used as a first-class argument for the arrangement. The United States has too few planes; Russia's planes are too old; and years of actual war were required to bring Japan's air service up to a standard of reasonable effectiveness. Contrast these with the powerful German *Luftwaffe* and the efficient British Royal Air Force, both of them independent air arms. Such are the points stressed by the advocates of an independent air force.

But let us turn to the arguments advanced by the opponents of the movement to strip the Army and Navy of their control over military aviation. Major George Fielding Eliot, the well-known writer on military subjects, replies to Walter Lippmann's contention in this way: "The United States Navy has its own aviation. Great Britain has a separate air force, and only within the last few years has the so-called Fleet Air Arm been placed under Admiralty control; even today the Air Ministry retains certain holds on it. Ask any informed observer which country has the better naval aviation. There is the answer to Mr. Lippmann's point. If only airmen can develop aviation, how does it happen that the United States Navy has developed, and now possesses, by far the largest, the most efficient, and the best all-around naval aviation in the world?"

Major Eliot agrees that men who have devoted their lives to the air should be the ones to direct air units. Battleships,

artillery, and military hospitals should be directed by highly trained specialists, too, but it is not necessary to have a separate executive department for each of them. He admits that the Army—unlike the Navy—suffered for a time from having in high places too many officers who failed to appreciate the possibilities of military aviation. But age is removing them from their posts, and most generals on active duty today are, he thinks, decidedly air-minded. If the Navy has been successful in building up a superior air service, the Army should now be similarly successful.

War Department Moves

Last month the War Department moved to improve the status of Army aviation by uniting the General Headquarters Air Force and the rest of the Army Air Corps under an able flying officer, Major George Henry H. Arnold and an advisory Air Council. This change makes the Army Air Forces one "autonomous" organization, it is said, an organization with much the same status as that of the Marine Corps under the Navy Department. Needless to say, the arrangement does not satisfy proponents of a separate air establishment, for the Army forces are still under the Army's chief of staff and the secretary of war, and aviation is still divided between the Army and the Navy.

But the opponents of an independent air arm maintain that a separate force could not cooperate efficiently with land and sea forces. These people are not to be silenced by references to the smooth-running German war machine. The Germans, they point out, have a great general staff which directs the movements of all arms, on the land, on the sea, and in the air. The United States has no such supreme command, and Secretary of War Henry L. Stimson believes that the American form of government is not suited to the establishment of one. In any case, he says, an attempt to create one now would mean stopping in the midst of an emergency for "a general reorganization and redesign of the entire defense organization." Pursuing this argument, the opponents of a separate force remind us that at the time of the German drive west the independent air forces of both Britain and France were unable to work effectively with their armies.

The McCarran bill seeks to avoid difficulty of this kind by authorizing the President to attach air-force units to land and sea forces for temporary duty, placing the air units under the military or naval officer who is in command of operations. But many advocates of a separate air arm do not wish to go as far as Senator McCarran. They admit that it would be difficult for a separate force to cooperate with armies and fleets without a supreme command like that of the Germans. They are, therefore, in favor of leaving some aviation with the Army and the Navy. The Navy, they say, has a little army of its own—the Marine Corps. The Army, on the other hand, operates its own fleet—its transports, supply ships, and other vessels. In the same way, the Army and the Navy

should have air services of their own to cooperate closely with them during combat, scouting for them, bombing their enemies, and protecting them from attack by hostile aircraft. These Army and Navy air services would properly be only auxiliaries, but the air power of the nation would not be hampered by their having that status, for it would rest chiefly on a large, independent air arm, a force which would be under its own officers and its own department. This independent force would be used for purely air missions such as bombing behind the enemy lines and defensive operations like those by which the R. A. F. has been defending England.

The compromise suggestion does not appeal to opponents of an independent air arm. This plan, they say, so far from uniting aviation, would divide it into three parts instead of two. And any such basic change, they contend, is especially ill-advised at the present critical time. The creation of a separate air establishment means more than simply passing a law providing for a new department and the transfer of planes, fields, pilots, and ground crews from the War and Navy Departments. An independent force would need the supporting services that the Army and the Navy have—a medical department, an ordnance department, a signal corps, a supply service, etc. To make such a fundamental change in organization during the present emergency would result in complications and confusion which might jeopardize the whole defense effort, it is argued.

Unity Needed

Many who hold this view, however, agree with their opponents that our Army and Navy air forces lack the unity in procuring men, in training pilots and mechanics, and in planning for the most effective use of air power that such a force as the German *Luftwaffe* has. The difference of opinion comes in determining how this unity can best be achieved. Supporters of the McCarran bill hold that it can come only through the creation of a unified, separate force. Opponents of the bill assert, as Colonel Robert C. Candee did before the Academy of Political Science last fall, that "the assurance of adequate development of air power lies not in the form but in the spirit of its organization." They believe that the Army and Navy air services, if they will place the right men in control, can achieve the necessary unity of purpose and procedure without the setting up of a new department.

The controversy is a thorny one, and most civilians would probably be glad to leave it to "the experts." But in this case, as in so many others, the experts are in complete disagreement. Flying officers seem generally to want a separate force, though they remember what happened to General Mitchell and refrain from expressing themselves publicly on the subject. Nonflying officers tend to favor leaving the air services where they are. So it appears that the controversy will have to be settled by men who are not experts—the men whom the American people have sent to Washington to represent them.



FUTURE PILOTS REPORT FOR DAILY ROUTINE

WIDE WORLD

THE publication of *Oklahoma*, this fall, will bring to a completion the American Guide Series to the States, launched in 1935 by the Federal Writers Project of the WPA. Organized for the purpose of giving work to unemployed writers, the Writers Project has turned out more than 700 local and city guides and other writings, but its main object has been to prepare comprehensive guides to the states of the Union.

The quality of these guides has given rise to controversy from time to time, but on the whole it is agreed that they have been successful beyond expectation. *The Saturday Review of Literature* finds many praiseworthy things to say about them. In a general review Frederick Gutheim writes:

I have travelled about 15,000 miles with the various Guides since they began to appear, and read substantial sections in every one of them, mostly at night in hotels and on my lap in automobiles and trains. I will certify that travel with and without the Guides is like dentistry before and after the



From "Colorado: A Guide to the Highest State"

X-ray. Like the invention of the microscope, the unseen worlds of history, or personality, or fact, are brought into focus for the traveler. Behind the dreary store fronts and monotonous elm-lined mid-nineteenth century streets of small towns everywhere we see a new life.

Pointing out that the guides contain general essays dealing with the geography, history, economic and social structure, and culture of each state, followed by descriptions of cities and towns, and touring routes, Mr. Gutheim goes on to say: "The writers on geology and archeology have done a sensationally fine piece of work, and much remarkable and original writing has been done in the difficult pioneering aspects of local culture and folklore."

In the same issue of *The Saturday Review of Literature*, an editorial initialed by Henry Seidel Canby urges Americans to consult the guides:

A reader with time on his hands and a taste for history could do worse than to buy the whole series and read them from cover to cover. He would get a new idea of American history. This is a stiff recommendation. But as there are few intellectually curious Americans who have not lived to be at home in at least three states, so there are few readers of our acquaintance who should not own and use and browse in more than one of these Guides. It is remarkable how your city streets, your rural routes, the contours of your land, its unsuspected memorials and deep-going influences from the past, will come to life. Take a Sunday while there is still gasoline, and your car, and the right books, and push out away from the main roads, following history. Or, on your own feet learn how your city grew and why, and who lived there. You will find in the Guides material that will give you a new insight into what you had thought the familiar.

Other Young Generations

Many young men and women who found themselves in the graduating classes of 1941 must have reflected that the world in its present state does not hold out a very bright future for them. Secretary of the Treasury Morgenthau, in a commencement address at Amherst College, took issue with this attitude. He pointed out that other generations in the history of this country have faced what appeared to be discouraging prospects—and have overcome them:

The world we contemplate today is no more terrible, comparatively, than the physical and political wilderness that faced a little



ALEXANDER HAMILTON

group of young men in the century before Amherst was founded. For example, let me talk for a moment about Alexander Hamilton. . . . Alexander Hamilton was only 18, a boy in King's College, New York, when he wrote undying pamphlets that helped to win American liberty. At 20 he was a lieutenant-colonel in Washington's army; and before he was 30 he had become a mighty force in the creation of our Federal Union. Madison was only five years out of Princeton when he served in the Continental Congress. Jefferson was only 33 when he drafted the Declaration of Independence, and Monroe was only 29 when he helped to draw up the Federal Constitution.

If any men had excuses for despair, it was the generation of young men 150 years ago. First they had to win their freedom; but when that was won, they had virtually nothing but their freedom and their faith on which to build. Their new country was weak and poor and exposed to attack; its economy was in chaos; its thirteen states were on the verge of going to war with one another. Yet they did not lose faith. They did not say, "What's the use?" or blame their elders for bringing them to such a pass.

Havens for Lepers

Among the very oldest and most dreaded diseases known to man is leprosy. Since Biblical times, the leper has been a social pariah in almost every country on earth. Men, knowing nothing about the disease until Hansen in 1868 discovered the germ that caused it, have subjected the unfortunate leper to the only treatment possible— isolation. The leper, as soon as his affliction was known, was regarded as legally dead. His estate and possessions were liquidated. His debts, if any, were called off. And his family even buried him, symbolically, by the act of tossing a shovelful of earth after him as he made his departure for the nearest leper colony.

Although isolating lepers never cured any sufferer, it did cause leprosy to cease in certain areas. But the disease has never been entirely wiped out.

Today, however, medical science is hard at work on leprosy or Hansen's Disease, as it is called. And hope is held out that someday the malady may be curable.

The Philippine Islands are closely associated with this work. Doctors there have fought leprosy since the United States took possession. Between 1898 and 1902 the number of cases was reduced from 15,000 to about 5,000. In the current issue of the magazine *Philippines*, Perry Burgess states that when the battle against leprosy is finally won, tribute will be paid to the Islands' institutions and those who work in them. He writes:

Not long after the Americans came into the Philippines, serious work was undertaken to cope with this disease which was a great social and economic problem. . . . The old hospital for lepers at Cebu was moved out into the country some eight miles, where one of the world's most modern leprosaria was erected. A group of islands just off the northern tip of Palawan was set aside as a reservation for those suffering from Hansen's Disease. The largest island, Culion, was to become the site of a colony. By 1913 Culion had a population of 3,500. Eventually it was to reach the staggering total of 8,000. Now its numbers are dropping because, true to its policies, the Philippine Health Service has moved another step forward in the combating of this disease and has begun building, as rapidly as practical, agricultural colonies located near the homes of the patients.

It is a long, and often hopeless, trek from some little *barrio* in the Visayas to Manila and down the edge of the China Sea to Culion. That journey, and the lack of information as to what actually happened to patients on Culion, caused many, in the earlier days, to leap overboard as their ship entered Culion harbor. The wise and kindly procedure of the Health Service in dissemination of information and in trying to give to their charges some semblance of normal life has changed all that.

In those early days almost every leper had to be taken by force. Today, 90 per cent volunteer for isolation. The word has spread through the *barrios* of Luzon, the Visayas, even down through the Sulu Sea to Jolo that in the Philippines the leper is getting the breaks, that American and Filipino scientists are working at the mysteries of his disease, that in its many leprosaria he can find some

degree of normal living and be certain that all that science can make available will be his for the taking.

Vitamins for Wallace

The various interests, hobbies, and activities of Vice-President Wallace are a constant topic of conversation in Washington circles. Never a man to follow routine patterns of life, he is forever experimenting with new ideas and practices. Currently he is absorbed in the study of Spanish, believing that United States government officials should learn this language in the interest of hemisphere solidarity. He



H. A. W.
HENRY A. WALLACE

is also trying out something novel in the diet line. Richard L. Wilson writes in *The Country Gentleman*:

Often, of mornings, Mr. Wallace's chauffeur drives him from his apartment to the Lincoln Memorial, where he meets his masculine Mexican secretary, Rafael De Haro. Together they walk the mile to the Capitol building, chatting briskly all the while in Spanish.

The Vice-President keeps up his old interest in experiments and diet. He has been experimenting on himself with a new concentrated human food, containing all the elements to maintain life. It is a mixture, not unlike prepared breakfast food, consisting of corn, wheat, oats, peanut meal, beef liver, sodium glutamate, and added vitamin complexes. The preparation was worked out by scientists of the Massachusetts Institute of Technology, who are seeking a palatable, concentrated food which would be valuable in wartime.

Covered Bridges

Although the ancient Babylonians built a covered bridge as far back as 783 B.C., and although the Swiss built one in the fourteenth century which still stands, the weatherbeaten wooden bridge, boarded up with sides and a roof like a barn, is an American institution.

No one seems to know just why the early Americans built sides and roofs to cover some of their bridges. Whether to afford protection from the rain, to prevent horses from shying at water, or to protect the bridgework itself from the destruction of weather, hundreds were covered over nevertheless.

According to the July issue of *Travel*, these old bridges were constructed usually by local carpenters. They were built well, most of them carefully fitted with heavy oak beams, held with pegs instead of nails, and they were built with an eye to wind pressure and heavy loads:

Covered bridges standing today are still fairly numerous. They were built by the thousands all over the eastern part of the United States, and as settlers moved westward they built the same kind of bridges over the rivers as they went along; so there are still quite a few to be found in the Middle West.



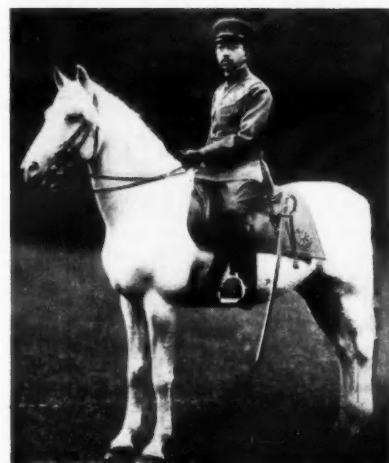
A COVERED BRIDGE IN VERMONT

Indiana has 202, while Ohio has about 300. Altogether they are to be found in about 25 states in this country, and Canada, especially eastern Canada, has many of them. Pennsylvania has more than 300 of these old bridges, Massachusetts has 26, Vermont about 200, and Connecticut only seven.

Although the covered bridges were strongly made and have stood well the test of time, each succeeding year takes a heavy toll of them. Floods and storms and expansion of the highways bring down one old bridge after another, and in their places are erected new bridges of stone and steel, some beautiful and some not, none of them having the picturesque and historic association of the old covered bridges. It is inevitable that someday they will all be gone, but the ones that stand are interesting landmarks for those of us who travel about the country seeking for evidence of the past as a background for the present. They are distinctly early American, the product of the hardiness of our forefathers, who built them of hand-hewn timbers at a time when bridges were needed to carry the highways into undeveloped territory. They rendered great service to a growing country.

The God up the Street

For five years Willard Price lived in Hayama, a beautifully situated little fishing village some 30 miles from Tokyo. Next to his two-story house was a charcoal store, and next to that a small branch post office. Just beyond the post office rose the wall of a palace, the summer residence of the divine being revered by Japa-



EMPEROR HIROHITO

nese as the Son of Heaven and known to the rest of the world as the Emperor of Japan. In the July *Harpers* Mr. Price paints a remarkable picture of his distinguished neighbor, "The Emperor Next Door."

Hirohito, as the Japanese do not call him because that is his name, is somewhat better than Japanese. He does not have the usual squat frame and tendency to bow legs. He has a horseman's balance and a swimmer's suppleness. When he swings across the beach or sprints up the bank to the garden it is quite evident that he is not suffering from an overloaded stomach or an overtaxed brain. He is a good physical specimen.

The Emperor is a poet who has written thousands of brief Japanese poems. He is a student who is visited by a constant procession of learned instructors and who pursues his hobby of marine biology in a small cabinet motor yacht, collecting specimens himself with spear and net. His appearance suggests his intellectual interests, for there is something about him which bespeaks the student, and his head, says Mr. Price, is that of a poet or artist.

It is a head of gentle dreams and intellectual delights. Its air of detachment is accented by the thick-lensed glasses. The eyes behind them have been weakened, as most really studious Japanese eyes are, by the intolerable burden of mastering the Japanese written language. The shortsighted eyes are brown. The hair is black and rebellious.

The plain, simply furnished house which his august presence makes a palace is virtually the prison of the Emperor. Its garden is small and cramped, and His Majesty seems glad to get out on the beach of his bathing cove.

Wearing a white suit and huge floppy straw hat, he runs races with his children, digs in the sand for shellfish, clambers through narrow cracks between the ten-foot boulders at the waterline where one must time one's passage exactly to avoid an incoming wave, picnics beside the thatched rest house, lies on the grass under wind-whipped pines and reads or looks out to sea.